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"Flight" photograph.

Home and Abroad During 1938

Manchester's new airport at Ringway was opened, as was the new Wolverhampton airport.

July

Alex Henshaw (Gipsy Six Mew Gull) won the King's Cup race at 236.25 m.p.h.

The centenary of Count von Zeppelin's birth was celebrated in Germany.

Sydney was reached by the first through flying boat service from Great Britain, in slightly over ten days.

Four Wellesleys of the long-range development flight flew from Cranwell to the Persian Gulf and back to Egypt.

The R.A.F. co-operated with the Royal Navy and the Army in combined coastal exercises.

Suffolk Air Day marked the opening of the new terminal building at Ipswich airport.

The National Gliding Contests at Dunstable began with a duration record by Flt. Lt. Murray and S. Sproule, who stayed aloft in a two-seater sailplane for 22 hr. 13½ min.

Howard Hughes and three companions completed a 14,874-mile trip round the northern Hemisphere in a Lockheed 14 in four days.

Luton airport was opened by Sir Kingsley Wood.

The D.H.-Hamilton Hydromatic air-screw was described.

The R.A.F. played an important part in Coast Defence Exercises.

Mercury, upper component of the Short-Mayo composite, made the fastest east-west Atlantic crossing (13 hr. 29 min.).

The Civil Air Guard scheme was officially announced.

Douglas Corrigan flew the Atlantic "by mistake" in an eight-year-old, single-engine Curtiss monoplane.

August

The D.H. Moth Minor was announced.

Sir Kingsley Wood opened another airport—Exeter.

H. Buckingham (Hornet Moth) won the Folkestone Trophy Race.

The first "shadow" built Fairey Battle emerged from the Austin factory.

Held on the grand scale, the R.A.F. Air Exercises were hampered by bad weather.

Private flying in France was "liberated" by a government decree.

Capt. Frank Barnwell, pioneer designer, lost his life in an accident.

Portsmouth and Southampton were both in the news with their rival claims for the Empire Air Base.

The Focke-Wulf Condor *Brandenburg* flew non-stop from Berlin to New York in 24 hr. 56 min. and returned in 19 hr. 54 min.

More shadow factories were announced—notably the Short and Harland enterprise at Belfast and the new Avro-million-pound factory.

Flight's chief photographer secured pictures, in Sweden, of the Gloster Gladiators used by the Swedish Air Force.

September

Placing of bomber contracts in Canada was announced.

A member of the staff of *Flight* described, in a series of special articles, a flying visit to Australia.

British Airways took delivery of their first Lockheed 14.

Flight published detailed drawings of the interior of the A. W. Ensigns.

Sqn. Ldr. M. J. Adam, holder of the altitude record, and John Hindmarsh, Hawker test pilot, met their deaths in accidents.

The Air Minister inspected barrage balloons at the Kidbrooke H.Q.

F/O. G. de Havilland, in the T.K.2, won a poorly supported London-Cardiff race.

The Air Transport Licensing Authority began its operations.

International relations became strained, and the Prime Minister made the first of his two historic flights to Munich by British Airways.

Flight published first photographs of the prototype H.P. Hereford (two Napier Dagger VIII).

F/O. David Llewellyn lost his life in an accident.

The 50 h.p. Cirrus Midget engine was announced.

The international crisis came to a head, and Mr. Chamberlain made his second flight to Munich. The world breathed more freely.

October

After separating from *Maia* at a 27,500lb. loaded weight, *Mercury* broke the world's long-distance seaplane record, by flying over 6,000 miles in 42 hours, from Dundee to the Orange River.

The Air Minister opened the new Cambridge Aerodrome.

Civil Air Guard lists were temporarily closed at 30,000 applications.

British Airways made survey flights over the Lisbon route.

Important changes in Air Ministry personnel and internal organisation were made. Lt. Col. Outram was appointed Director of Production (Aircraft).

The Air Minister opened the new Fairey research department and wind tunnel.

Principally in order to launch a big aircraft sub-contract scheme, an important reorganisation of the Vickers group took place.

November

Regulations for the fitting of de-icing equipment to British transport machines came into force.

Flight, in its second British Aircraft Industry Number, reviewed the activities of 500-odd makers of equipment and materials.

Three Vickers Wellesleys of the R.A.F. long-range development unit flew 7,158 miles non-stop from Ismailia, Egypt, to Darwin, Australia, in 48 hours, beating the world's long-distance record by 856 miles.

Flight described in detail the new *Graf Zeppelin* and the new Gipsy Minor engine.

An operating merger between Imperial Airways and British Airways was announced.

Mr. T. P. Wright, Curtiss-Wright engineering director, lectured on American production methods before the R.Ae.S.

Flight described the D.H. Albatross in detail. The De Havilland D.H.95 all-metal transport emerged from the factory.

The Paris Aero Show opened, with an even greater predominance of military aircraft than usual.

The Bristol Taurus two-row sleeve-valve engine was announced, as was the Rolls-Royce Peregrine.

December

Flight described the Supermarine Spitfire and structural details of the Vickers Wellesley.

Mercury flew non-stop from Southampton to Egypt with a ton of mails.

Cabot, first of the "C" class Short boats, took off from the Medway for a full-load test carrying 1,000 lb. more than did *Caledonia* on any of her Atlantic crossings.

The Air Ministry moved into its new West End home, Berkeley Square House.

A Government white paper announced the decision of the Air Ministry to implement the Cadman recommendations for subsidising internal airlines; £100,000 was the sum specified.

The Cunliffe-Owen "Flying Wing" emerged from its factory.

Aviator's Certificates were issued at a record rate by the R.Ae.C. (see this issue—page 600).